

SAIGON BASE  
MONTHLY REPORT  
JUNE 1969

I. GENERAL

1. Revenue block hours declined to a new low of 6220 in June. The previous low over the past two years was 6755 as reported for last month. It appears our SVN operations will stabilize at the 6500 block hour level.

2. Keeping pace with our reduced work load, 148 personnel have been terminated "for the convenience of the company". This does not include the normal attrition due to resignations, terminations for disciplinary reasons etc.. The personnel terminated are of the following categories: [REDACTED]  
[REDACTED]

3. Except for sporadic rocket attacks against Saigon and Danang, enemy activity has declined to the level which existed prior to the infamous 1968 TET offensive.

II. FACILITIES DEVELOPMENT

1. June saw considerable construction activity at Saigon, Danang and Nha Trang. At Saigon, Contractors have completed the Utilities Building and made substantial progress on the Fire Brigade Station and RMD Toilets & Crew Shower.

Despite a delay due to theft of wire mesh, the west Ramp should be completed by 25 July. 90% percent of the ramp surface is now cured and in use. The Utilities Tunnel is 40 Linear ft. from completion.

2. The Revetment Wall project is moving faster than expected; the Northeast Ramp portion is complete.

The Saigon Base Area Lighting Project and the RCMD water Supply Project are about to get underway as materials are being received.

The TSN Common use Water Distribution System project will be installed in July. This should bring a much needed water supply to AAM area in August.

3. RMK-BRJ, at the request of AFRCE, installed a culvert under the main taxiway leading into the Air America area. This will considerably help the drainage of the area west of the main hangar.

4. The Leanto project at Danang is moving rapidly. The Contractor has the shell erected and is working on the partitions.

The Nha Trang Leanto is nearing completion; siding and roofing are being installed.

The Parking Lot and Scooter shed project at Nha Trang will be completed by the Contractor before 1 August

The Power Distribution System Project at Nha Trang is in work and should be completed in September.

5. Link Trainer. Our Link Trainer became fully operational on 11 June 1969. It is being scheduled for four, two hour periods, six days per week.

### III. FLYING

1. The unprecedented reduction of four Reserve captains has induced much concern among other Junior captain. Speculation ran high as to further reduction. Requirements from Vientiane has reduced, somewhat, our pilot inventory. Four First Officers have transferred to VTE to fill slots there. One Captain and one First Officer transferred to UTH to fill H-34 vacancies there.

Manning in the VTB program is still a cockle-burr under a horse blanket. The program itself; considering flight time, does not authorize the manning needed. We were relieved of night standby requirements (a welcome relief) but other low flight time, long duty days are still in evidence.

2. The flight time in the PC6 program is most flexible. We were called upon to expect reconversion of two of the PC6C to PC6A. The other programs are running smoothly.

3. AMF Anderson is temporarily with FSD/VTE as Flight Examiner for VTB, 10-2/C45 during F/E Meier's absence on Home Leave.

#### Beechcraft

The program took another set back this month due to Customer in III Corps V02 replacing the Beechcraft with a Porter. We gained one more Beechcraft in Can Tho IV Corps.

Morale in the Beechcraft program continues to be good. All the customers feel that our pilots are doing a good job throughout the system/

Safety is one everyone's mine - we have approximately 118 accident free days. We hope to continue.

4. C-46 - Forecast time for June was 726 hours but the actual time flown was 696+34 which was less than time for May. One minor accident marred the safety program.

5. C-47 - The program picked up a bit from the previous month but is still rather slow. The forecast hours were 776 and only 679+40 were flown.

One taxi accident marred the safety program and the PIC was awarded two weeks LWOP.

6. Helio - All but one Helio are in temporary storage here in Saigon. The one remaining Helio B867 is still in commission and 2 hours and 53 minutes were flown on 2 non-revenue flights.

7. 204B - The flight time for June dropped about 55 hours for a total of 1131 hours.

With the addition of one captain the manning level is 32 captains and 1 First Officer. With the manning level and the loss of flying time, the program is holding up very good on pilot time. The average pilot time was 78 hours for the month.

The possibility of transferring some captains to Udorn in the future has boosted the morale of the pilots. Especially some of the old pilots that have been in Saigon for 3 years.

8. PC6C - June fell below the predicted flight time by 200 hours and a realistic porter flight time average will be 2250 instead of 2400. We have been advised by III Cords Air Ops. that flight 431 will not be flown on Sunday, and flights 131 and 231 will be reduced on Sunday from eight and ten hours to five and five each. This is an average loss of sixty hours per month.

AMF/PC6C has expressed to MTS-SVN his concern and requested MTS's assistance in trying to overcome the problem of engine failures on power plants with low time since overhaul. Since AMF/PC6C has had overhauled engines fail after 24, 5, 340 and 425 hours. There was one other for sure but the elapsed time since overhaul is not known to him.

As June ended the Porter Program was taking on a more suitable air.

9. VTB - The program was manned with 15 captains and six First Officers as we started the month. Pilot qualifications in the VTB are at a new all time high and improving.

Projected aircraft flight time was 1,113 hours with 938+03 being flown. Some loss was due to temporary non-availability of aircraft and some to weather, however, these were minimal. Lack of utilization accounted for the majority of the difference.

We have once again shaken the yoke of night stand-by. This commitment cost us four man days for two pilots to standby each night. Relief from this requirement will permit a better regulated STO program.

#### IV. OPERATIONS

1. Total revenue block time for June was 6220 + 43 as compared with 6755 + 16 for May and 7682 + 49 for April. Three Helios, B875, B849 and B839 are in temporary storage in Saigon

2. Flight time report (See attachment A)
- Aircraft Incidents Report (See attachment B)
- Flight Frequency Report (See attachment C)
- Flight Time Information (See attachment D)
- Ground Transportation (See attachment E)

3. Communications - Posts and Telecommunications technicians succeeded in repairing the damaged cable which carries our leased teletype circuit. Since mid-June we have enjoyed good service and outages have been negligible.

We have not yet received any reply from Posts and Telecommunications regarding our proposal to establish a direct radioteletype circuit between Tan Son Nhut and the Post Office Building. This proposal is not as pressing as heretofore but it still remains quite desirable. We hope to hear from them soon - yea or nay.

The remote VHF/UHF automatic retransmission systems at Da Nang and Nha Trang worked well.

SCM composed a memorandum advocating that the company establish the necessary stock level of spare parts and procure the test equipment required to enable the Company to provide direct maintenance support for the systems utilizing ED personnel rather than depend upon Motorola's technicians.

We have received no official correspondence regarding our request for allocation of additional HF frequencies. However, we have been informed by MACV Frequency Branch that CINCPAC did in fact recommend that Air America be allocated five frequencies. Formal authorization is pending approval action by DOD Frequency Allocation Board in Washington.

Air America signed two lease agreements with Posts and Telecommunications for the transfer of phone lines 21298 and 22726.

New procedures for intra-SVN Company mail pouch handling were published whereby the M/Cs will use only scheduled passenger flight aircraft since there are adequate daily flights to all stations.

SCM continues to receive hardware for the relocation of transmitter sites at Saigon, Danang, and Nhatrang. Word was received that the antenna towers are on the high seas and should be in hand in approximately a month's time. The cable for the Base telephone distribution system has been received and installation will begin shortly. OKI has indicated a delivery date of mid-October for PABX.

No word has been received from AMTRACO regarding GE's willingness to provide equipment for our Base ramp control network.

4. EMD

The favorable trend of continued progress on long dormant projects continues. With the exception of excessive outages on leased teletype lines between AAM Airport Base and the Central Saigon Post Office, (PTT), we encountered no major problems. SCM visited Danang and Nhatrang stations with the dual objectives of formulating a Company maintenance capability on the UHF/VHF Retransmission Installations, and updating on the HF relocation projects, for which material procurement is in progress.

Telephone cable ordered under FE-5000 for Saigon Base telephone cable distribution has been received and installation will commence shortly.

5. A plan for the company to acquire a maintenance capability for the Motorola UHF/VHF Retransmission facilities at Danang and Nha Trang has been formulated and forwarded to DED and MCRD. This action is considered mandatory if the operational advantages gained by these installations are to be retained.

6. We have begun phasing all company owned teletype equipment held at Saigon and Danang to MMB for IRAN in anticipation of long planned Company radio-teletype circuits finally approaching activation.

|          | <u>Message Traffic</u> |       |
|----------|------------------------|-------|
|          | May                    | June  |
| Incoming | 10436                  | 9615  |
| Outgoing | 12854                  | 10979 |

#### V. TRAFFIC/AAM

TM/Base has remained in the temporary additional position of SRTM/SVN. During this month, the primary mission [REDACTED] was to tag all aircraft seats with AAM property tags and initiate proper traffic inventory control. All ramp agent slots have been filled thus giving full strength in that area of responsibility

|  | May    | June  |
|--|--------|-------|
| Passengers departure SGN (All contracts) | 5539   | 5375  |
| " arrival SGN (All contracts)            | 6713   | 6137  |
| Outbound cargo - SGN                     | 135663 | 72742 |
| Inbound cargo - SGN                      | 150573 | 90017 |

#### TRAFFIC/USAID

|                    | <u>Cargo (including AF Caribou A/C)</u> |           |
|--------------------|---|-----------|
|                    | May                                     | June      |
| Outbound (lbs) SGN | 1,317,907                               | 1,092,917 |
| Inbound (lbs) SGN  | 50,522                                  | 86,747    |

#### VI. HOSTEL OCCUPANCY

During the month, 77 beds out of 180 were occupied for a 42.7% occupancy rate. Also during this period a total of three non-avail. slips were issued, one for the month of April.

#### VII. CANTHO SUB-BASE

1. Can Tho facilities have been improving during the past month. The new terminal building is presently occupied by CORDS Air Operations while AAM RMD is occupying the Pre. Fab. and a CORDS 110V generator accommodated the whole area. The construction of a ramp from the PSP to the concrete area adjacent to our building is pending Air Field Commanders decision. 191 ASO numbers were assigned for routine and light non-routine maintenance; 2 heavy service ASCs were assigned for engine changes on aircraft N9664C and N5269V.

VIII. SAFETY - See attachment F.

IX. MEDICAL

1. Number of sick call: 1769
  2. Accident: 40
  3. Hospitalized sick call: 1  
Hospitalized accident: None  
Unhospitalized accident: 40  
outcalls: 5
  4. Physical examinations: Flight crew phys. 12  
Pre-employment phys. 7  
Accident flight phys. 1  
Total: 20
  5. Sanitation: Cafeteria - Fair  
Toilet - Fair
  6. Vaccination: 36
- Total man days lost by reasons of sickness: 206 days  
Total man days lost by reasons of accident: 53 days

X. PERSONNEL

- |                         |   |    |                       |   |             |
|-------------------------|---|----|-----------------------|---|-------------|
| 1. Incoming personnel - | : | 1  | 2. Outgoing personnel | : |             |
|                         | : | 0  | a. resignation -      | : | 2           |
|                         | : | 14 |                       | : | 2           |
|                         |   |    | b. separation -       | : | 15          |
|                         |   |    |                       | : | 1           |
|                         |   |    |                       | : | 8           |
|                         |   |    | c. transfer -         | : | 9           |
|                         |   |    |                       | : | 7           |
|                         |   |    |                       | : | 2           |
|                         |   |    | d. deceased -         | : | 1(at child- |
|                         |   |    |                       | : | birth)      |
2. Personnel strength (see attachment G)

XI. TECHNICAL SERVICES

1. There was a decrease of 600 flying hours this month representing some 8.7% of our total for June. We all like to think this drop is because of the customers fiscal year (spending) is coming to its end. A portion of the lower flying no doubt can be contributed to this, but not all.

2. Available manpower must be reduced to align with the workload, as programmed to the flying hours. We are programming a "phased reduction" to better evaluate the changing requirements without putting ourselves in a bind. Unfortunately we are now having to select many good performers as excess, because the workload has decreased below that anticipated.

3. The RMD aircraft reliability has shown considerable steady improvement with the stress on better troubleshooting and Log Book reviews, not to mention closer supervision. Training classes are also being given on engine conditioning to include ignition systems. General ground safety habits have improved within all Technical Service Departments, particular on the ramp.

4. Near elimination of aircraft heavy services at our sub-bases has helped to balance the workload at Saigon Base and personnel reductions were then possible at Da Nang and Nha Trang. Supply stock levels are under process at Sub bases to meet the lower station classifications. We would like to eventually discontinue all heavy services at Danang. At present we are doing Number 1 Services on the 3 Porters at Danang using Danang personnel and in addition we send a field maintenance team from Saigon to perform Number 2 Services on the 204B's which occurs about 4 times each month.

5. We have visited by USAF Contract personnel from Japan. They reviewed our facilities for possible maintenance contract work to be done in Saigon. C-47 IRAN work capabilities was the main topic. These men have previously toured the Tainan and Udorn Facilities, so we could not compare, but they felt our aircraft looked better and were impressed with the quality of the end product in view of our limited hangar space, facilities and supporting shop equipment

6. The flying hours for the month were down to a total of 6408:07 with the following breakdown by types:

|          |           |       |          |
|----------|-----------|-------|----------|
| PC-6C    | : 2169:39 | C-46  | : 676:34 |
| 204B     | : 1131:02 | C-47  | : 679:40 |
| 10-2/C45 | : 770:42  | DHC-4 | : 36:42  |
| VTB-18   | : 938:03  | H395  | : 5:45   |

#### Company Services

|               | May | June |
|---------------|-----|------|
| Transit       | 287 | 254  |
| Overnight     | 633 | 556  |
| No. 1 Service | 21  | 20   |
| No. 2 Service | 21  | 26   |
| No. 3 "       | 7   | 1    |
| No. 4 "       | 3   | 0    |
| Engine change | 22  | 19   |

#### Line Items

|                 | May   | June  |
|-----------------|-------|-------|
| Requisitions    | 3052  | 3589  |
| Receipts        | 3154  | 1750  |
| Store Issues    | 7013  | 6555  |
| Stock credits   | 991   | 1132  |
| Posted to cards | 20539 | 18503 |

# SAIGON BASE FLIGHT TIME REPORT

JUNE 1969.

## 1. Contract VII-41

| <u>A/C No.</u> | <u>Revenue</u>    |                    | <u>Non-Revenue</u> |                    |
|----------------|-------------------|--------------------|--------------------|--------------------|
|                | <u>Block Time</u> | <u>Flight Time</u> | <u>Block Time</u>  | <u>Flight Time</u> |
| N67984         | 38+01             | 30+45              | 10+00              | 8+27               |
| N67985         | 128+16            | 105+53             | 11+58              | 1+05               |
| B910           | 120+55            | 94+57              |                    |                    |
| B928           | 132+18            | 106+52             |                    |                    |
| B138           | 116+37            | 97+06              | 20+29              | 18+41              |
| B146           | 57+02             | 48+02              | 21+11              | 19+11              |
| 6147           | 59+15             | 46+53              |                    |                    |
| 8084           | 157+32            | 133+07             |                    |                    |
| 5559           | 166+23            | 152+22             |                    |                    |
| 5994           | 110+14            | 90+14              | 0+20               |                    |
| B817           | 16+18             | 14+04              | 7+25               | 6+16               |
| B829           | 18+00             | 13+29              | 7+44               | 6+12               |
| 6083           | 103+33            | 86+49              |                    |                    |
| N539Y          | 1+44              | 1+05               | 7+19               | 5+59               |
| N544Y          | 2+57              | 2+04               |                    |                    |
| N9518Z         | 55+04             | 46+10              | 1+33               | 0+56               |
| N6154U         | 92+20             | 81+56              | 1+37               | 0+53               |
| N9956Z         | 71+22             | 62+00              | 13+27              | 11+54              |
| N7770B         | 120+38            | 104+50             | 1+05               | 0+42               |
| N9577Z         | 49+21             | 41+10              | 16+39              | 15+07              |
| N9838Z         | 95+26             | 84+17              | 9+09               | 7+24               |
| N3728G         | 12+14             | 10+04              | 7+49               | 6+20               |
| N9664C         | 5+52              | 4+59               |                    |                    |
| N3674Z         | 10+45             | 9+24               |                    |                    |
| N7695C         | 20+58             | 18+26              |                    |                    |
| N91295         | 2+20              | 1+42               |                    |                    |
| N9521Z         | 71+20             | 58+34              | 3+02               | 1+50               |
| N9573Z         | 90+29             | 74+35              | 0+21               | 0+13               |
| N5269V         | 109+14            | 90+51              | 1+57               | 1+20               |
| N77Y           | 56+28             | 46+17              | 8+36               | 5+10               |
| N7950C         | 91+09             | 71+18              |                    |                    |
| N51259         | 34+27             | 29+50              |                    |                    |
| N2141Z         | 133+47            | 115+11             | 2+35               | 1+24               |
| N9073Z         | 11+25             | 9+49               |                    |                    |
| N9871Z         | 67+06             | 56+29              | 2+00               | 1+23               |
| N9898Z         | 9+08              | 6+38               |                    |                    |
| N358F          | 165+57            | 142+57             |                    |                    |
| N285L          | 131+32            | 107+00             | 8+16               | 6+34               |
| N391R          | 132+31            | 119+05             | 1+08               | 0+58               |
| N394R          | 222+50            | 189+59             | 5+55               | 4+46               |
| N9444          | 155+18            | 140+38             | 1+50               | 1+00               |
| N198X          | 208+09            | 173+30             | 1+57               | 1+34               |
| N153L          | 30+47             | 26+15              |                    |                    |
| N180K          | 101+18            | 85+06              | 6+43               | 4+55               |
| N12450         | 183+26            | 163+54             | 0+40               | 0+20               |



|           |         |         |        |        |
|-----------|---------|---------|--------|--------|
| N152L     | 25+08   | 22+04   |        |        |
| N184L     | 10+26   | 8+05    |        |        |
| N185K     | 20+27   | 17+39   |        |        |
| N192X     | 13+02   | 10+29   |        |        |
| N393R     | 6+57    | 5+29    |        |        |
| N194X     | 3+10    | 2+40    |        |        |
| N1303X    | 223+48  | 223+48  | 3+15   | 3+15   |
| N1304X    | 123+02  | 123+02  | 3+00   | 3+00   |
| N1305X    | 125+18  | 125+18  | 3+25   | 3+25   |
| N1306X    | 155+07  | 155+07  | 7+51   | 7+51   |
| N1307X    | 120+51  | 120+51  | 8+43   | 8+43   |
| N8512F    | 16+39   | 16+39   |        |        |
| N8513F    | 9+34    | 9+34    |        |        |
| N8514F    | 2+29    | 2+29    |        |        |
| N8535F    | 2+41    | 2+41    |        |        |
| B867      |         |         | 3+57   | 2+36   |
| Sub-total | 4630+25 | 4042+31 | 202+56 | 169+24 |

2. Contract 4395

|        |        |       |      |      |
|--------|--------|-------|------|------|
| B138   | 9+50   | 7+54  |      |      |
| B146   | 14+01  | 11+01 |      |      |
| B817   | 11+22  | 9+42  |      |      |
| B829   | 21+27  | 16+20 |      |      |
| B084   | 3+36   | 3+21  |      |      |
| N539Y  | 14+43  | 11+22 |      |      |
| N544Y  | 7+07   | 5+31  | 2+52 | 2+29 |
| N3674G | 53+59  | 44+14 | 2+35 | 2+02 |
| N7695C | 68+14  | 56+01 | 1+13 | 1+00 |
| N91295 | 61+11  | 45+29 | 6+57 | 4+35 |
| N9518Z | 2+34   | 2+06  |      |      |
| N6154U | 3+18   | 2+43  |      |      |
| N9577Z | 21+42  | 19+24 |      |      |
| N9838Z | 6+12   | 4+23  |      |      |
| N3728G | 24+54  | 20+47 |      |      |
| N9664C | 10+01  | 7+12  |      |      |
| N6622C | 8+29   | 7+34  |      |      |
| N51259 | 3+43   | 3+14  |      |      |
| N77Y   | 3+05   | 1+55  |      |      |
| N748N  | 98+53  | 87+29 | 3+17 | 2+47 |
| N152L  | 74+59  | 68+23 | 1+56 | 1+16 |
| N184L  | 95+32  | 79+32 | 4+26 | 3+22 |
| N185K  | 101+05 | 84+42 | 2+07 | 1+37 |
| N192X  | 67+13  | 58+35 | 4+45 | 4+03 |
| N393R  | 80+20  | 69+35 | 1+54 | 1+24 |
| N194X  | 102+11 | 91+10 | 1+04 | 0+56 |

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|           |         |         |       |       |
|-----------|---------|---------|-------|-------|
| N358P     | 5+01    | 4+11    |       |       |
| N285L     | 4+16    | 3+43    |       |       |
| N391R     | 3+22    | 3+03    |       |       |
| N153L     | 62+22   | 55+06   |       |       |
| N180K     | 32+19   | 27+26   |       |       |
| N12450    | 4+58    | 4+16    |       |       |
| N8512P    | 66+14   | 66+14   | 2+35  | 2+35  |
| N8513P    | 113+59  | 113+59  | 1+00  | 1+00  |
| N8514P    | 74+53   | 74+53   |       |       |
| N8535P    | 84+06   | 84+06   | 1+45  | 1+45  |
| E867      | 1+48    | 1+23    |       |       |
| <hr/>     |         |         |       |       |
| Sub-total | 1422+59 | 1257+58 | 40+56 | 32+51 |

3. Contract 0005

|           |       |       |
|-----------|-------|-------|
| N77Y      | 6+11  | 5+34  |
| N6622C    | 60+57 | 50+21 |
| N51259    | 1+24  | 1+04  |
| E9573Z    | 6+16  | 5+27  |
| N358P     | 1+30  | 1+06  |
| N1304X    | 1+20  | 1+20  |
| N1306X    | 2+20  | 2+20  |
| <hr/>     |       |       |
| Sub-total | 78+34 | 66+08 |

4. Contract 0069

|           |       |       |      |      |
|-----------|-------|-------|------|------|
| N9664C    | 57+50 | 49+18 | 1+39 | 1+03 |
| N7770B    | 3+17  | 2+59  |      |      |
| N3728G    | 25+38 | 22+24 |      |      |
| N9956Z    | 2+00  | 1+36  |      |      |
| <hr/>     |       |       |      |      |
| Sub-total | 88+45 | 76+17 | 1+39 | 1+03 |

|                          |         |
|--------------------------|---------|
| Total Revenue Block Time | 6220+43 |
| " " Flight Time          | 5442+54 |
| " Non-Revenue Block Time | 245+31  |
| " " Flight Time          | 203+18  |
| GRAND TOTAL BLOCK TIME   | 6466+14 |
| " " FLIGHT TIME          | 5646+12 |

FLIGHT TIME BY TYPE OF AIRCRAFT

| <u>Type of A/C</u> | <u>Revenue</u>    |                    | <u>Non-Revenue</u> |                    |
|--------------------|-------------------|--------------------|--------------------|--------------------|
|                    | <u>Block time</u> | <u>Flight time</u> | <u>Block time</u>  | <u>Flight time</u> |
| C-46               | 617+00            | 502+30             | 53+38              | 47+24              |
| C-47               | 600+33            | 512+46             | 0+20               | 0+00               |
| Bailed C-47        | 67+07             | 53+35              | 15+09              | 12+28              |
| DHC-4              | 26+31             | 20+02              | 10+11              | 8+28               |
| VTB                | 877+10            | 743+34             | 63+43              | 51+56              |
| Beech 10-2         | 675+35            | 560+41             | 19+01              | 11+57              |
| C-45               | 87+39             | 72+56              | 2+00               | 1+23               |
| Porter             | 2144+59           | 1853+06            | 45+58              | 35+32              |
| 204B               | 1122+21           | 1122+21            | 31+34              | 31+34              |
| H395               | 1+48              | 1+23               | 3+57               | 2+36               |
| <hr/>              |                   |                    |                    |                    |
| TOTAL              | 6220+43           | 5442+54            | 245+31             | 203+18             |

SAIGON BASE FLIGHT FREQUENCY

JUNE 1969

|                   | C-46 |     | C-47 |     | DHC-4 |     | <del>10-3</del> BEECH C-45 |     | PORTER |     | 204B |     | VTB |     | HELIO |     | TOTAL |     |
|-------------------|------|-----|------|-----|-------|-----|----------------------------|-----|--------|-----|------|-----|-----|-----|-------|-----|-------|-----|
|                   | Dep  | Arr | Dep  | Arr | Dep   | Arr | Dep                        | Arr | Dep    | Arr | Dep  | Arr | Dep | Arr | Dep   | Arr | DEP   | ARR |
| Contract          | 81   | 82  | 102  | 102 | 11    | 11  | 124                        | 123 | 226    | 227 | 66   | 65  | 135 | 132 | 1     | 1   | 746   | 743 |
| Ferry             | 2    | 2   |      |     |       |     |                            |     |        |     |      |     | 1   | 2   |       |     | 3     | 4   |
| Training          | 3    | 3   | 7    | 7   | 4     | 4   | 1                          | 1   | 8      | 8   | 6    | 6   | 5   | 6   |       |     | 34    | 35  |
| Maintenance       |      |     |      |     |       |     | 1                          | 1   | 3      | 3   | 1    | 1   | 1   | 1   |       |     | 6     | 6   |
| Test              | 2    | 2   |      |     |       |     | 15                         | 15  | 13     | 13  | 13   | 14  | 2   | 2   |       |     | 45    | 46  |
| Others (Non-rev.) |      |     | 1    | 1   |       |     |                            |     |        |     |      |     | 2   | 2   |       |     | 3     | 3   |
| TOTAL             | 88   | 89  | 110  | 110 | 15    | 15  | 141                        | 140 | 250    | 251 | 86   | 86  | 146 | 145 | 1     | 1   | 837   | 837 |

June 1969

Monthly Report

GROUND TRANSPORTATION

During the month of June 1969, 10 minibuses were in commission daily. Following are the GTD statistics for June 69.

10 minibuses on station and in daily operation

|        |                               |
|--------|-------------------------------|
| X-4033 | 2304 km                       |
| X-4034 | 3091 km                       |
| X-4035 | 2053 km                       |
| X-1140 | 2061 km                       |
| X-1141 | 3144 km                       |
| X-1142 | 3212 km                       |
| X-0417 | 1259 km                       |
| X-0418 | 2766 km                       |
| X-0419 | 740 km                        |
| X-0420 | 3131 km                       |
|        | <hr/>                         |
|        | 23761 km * Approx 14850 miles |

Total minibuses downtime : 487½ hrs

Total minibuses pax carried : 4802 pax

ISUZU BUS MILEAGE

|         |                             |
|---------|-----------------------------|
| X-01057 | 1965 km                     |
| X-01058 | 2434 km                     |
| X-04329 | 2585 km                     |
|         | <hr/>                       |
|         | 6984 km = Approx 4365 miles |

Total isuzu bus down-time : 37 hrs

|                         |              |           |
|-------------------------|--------------|-----------|
| Isuzu bus pax carried : | Cholon route | 8434      |
|                         | Saigon route | 4240      |
|                         |              | <hr/>     |
|                         |              | 12674 pax |

|                          |         |                             |
|--------------------------|---------|-----------------------------|
| Supply vehicles mileage: | EB-8176 | 2367 km                     |
|                          | EB-1780 | 146 km                      |
|                          | EC-7953 | 542 km                      |
|                          |         | <hr/>                       |
|                          |         | 3055 km = approx 1909 miles |

Supply vehicles down-time : 12 hrs 13 mn

3 Wheeler Lambretta and Honda 50-cc down-time : 14 hrs 48 mn

GRAND TOTAL PAX CARRIED : 17476

# SAIGON BASE

JUNE 1969

| CLASSIFICATION | <div></div> |     |     |     |     |     |     |     |                  |                  |     |     |                |     |      |     | TOTAL |     |
|----------------|-------------|-----|-----|-----|-----|-----|-----|-----|------------------|------------------|-----|-----|----------------|-----|------|-----|-------|-----|
|                | GRD         | FLT | GRD | FLT | GRD | FLT | GRD | FLT | GRD              | FLT              | GRD | FLT | GRD            | FLT | GRD  | FLT | GRD   | FLT |
| PERMANENT      | 50          | 172 | 184 | 14  | 189 | 1   | 29  | 6   | 615 <sup>#</sup> | 15 <sup>**</sup> | 3   | 2   | 1 <sup>*</sup> |     | 1073 | 208 |       |     |
| TEMPORARY      |             |     |     |     |     |     |     |     |                  |                  |     |     |                |     |      |     |       |     |
| FTC            |             |     |     |     |     |     |     |     |                  |                  |     |     |                |     |      |     |       |     |
| PRE-PROCESSED  |             |     |     |     |     |     |     |     | 7                |                  |     |     |                |     | 7    |     |       |     |
| TOTAL          | 50          | 172 | 184 | 14  | 189 | 1   | 29  | 6   | 622 <sup>#</sup> | 15 <sup>**</sup> | 3   | 2   | 1 <sup>*</sup> |     | 1080 | 208 |       |     |

(\*) : 1 Swiss  
 (\*\*) : 1, French  
 (#) : 4 French

GROUND PNL : 1080  
 FLIGHT PNL : 208  
 TOTAL : 1288

DA NANG SUB-BASE

JUNE 1969

| CLASSIFICATION | [REDACTED] |     |     |     | TOTAL |     |     |     |
|----------------|------------|-----|-----|-----|-------|-----|-----|-----|
|                | GRD        | FLT | GRD | FLT | GRD   | FLT | GRD | FLT |
| PERMANENT      | 4          |     | 14  |     | 28    |     | 102 |     |
| TEMPORARY      |            |     |     |     |       |     |     |     |
| FTC            |            |     |     |     |       |     |     |     |
| PRE-PROCESSED  | 4          |     |     |     |       |     | 8   |     |
| TOTAL          | 4          |     | 14  |     | 28    |     | 110 |     |
|                |            |     |     |     |       |     | 156 |     |

GROUND PNL : 156

FLIGHT PNL : 0

TOTAL : 156

NHA TRANG SUB-BASE

JUNE 1969

| CLASSIFICATION | [REDACTED] |     | [REDACTED] |     | [REDACTED] |     | [REDACTED] |     | [REDACTED] |     | TOTAL |     |
|----------------|------------|-----|------------|-----|------------|-----|------------|-----|------------|-----|-------|-----|
|                |            |     |            |     |            |     |            |     |            |     |       |     |
|                | GRD        | FLT | GRD        | FLT | GRD        | FLT | GRD        | FLT | GRD        | FLT | GRD   | FLT |
| PERMANENT      | 8          |     | 17         |     | 30         |     | 78         |     | 133        |     |       |     |
| TEMPORARY      |            |     |            |     |            |     |            |     |            |     |       |     |
| FTC            |            |     |            |     |            |     |            |     |            |     |       |     |
| PRE-PROCESSED  |            |     |            |     |            |     | 5          |     | 5          |     |       |     |
| TOTAL          | 8          |     | 17         |     | 30         |     | 83         |     | 138        |     |       |     |

GROUND PNL : 138

FLIGHT PNL : 0

TOTAL : 138



CAN THO SUB-BASE

JUNE 1969

| CLASSIFICATION | [REDACTED] |     |     |     | TOTAL |     |     |     |
|----------------|------------|-----|-----|-----|-------|-----|-----|-----|
|                | GRD        | FLT | GRD | FLT | GRD   | FLT | GRD | FLT |
| PERMANENT      | 1          |     |     |     | 9     |     | 4   |     |
| TEMPORARY      |            |     |     |     |       |     |     |     |
| FTC            |            |     |     |     |       |     |     |     |
| PRE-PROCESSED  |            |     |     |     |       |     |     |     |
| TOTAL          | 1          |     |     |     | 9     |     | 4   |     |

GROUND PNL : 14

FLIGHT PNL : 0

TOTAL : 14

BIWEEKLY REPORT ON VISAS AND PASSPORTS

PASSPORT & VISA SECTION PO-SCN

1 JUNE - 30 JUNE 69

| <u>SVN</u> | <u>Exit entry</u> | <u>Extension of stay</u> | <u>Brown book</u> | <u>Laos</u> | <u>HKG</u> | <u>TPE</u> | <u>TYO</u> | <u>BKK</u> | <u>PTT</u> | <u>Add page</u> | <u>Military Reservist</u> | <u>Sponsorship</u> |
|------------|-------------------|--------------------------|-------------------|-------------|------------|------------|------------|------------|------------|-----------------|---------------------------|--------------------|
| 144        |                   | 113                      | 58                | 11          | 17         | 2          | 0          | 0          | 6          | 4               | 4                         | 107                |